(b) if so, what steps have since been taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Indian Commercial Pilots Association withdrew the strike unconditionally.

**Involvement of Private Sector in Development of Airport**

1383. SHRI N. E. BALARAM:
SHRI N. GIRI PRASAD:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government have evolved an innovative scheme to associate the private sector in a big way in securing funds for the development and upgradation of existing airports and creation of new ones; and

(b) if so, the details of the scheme, the airports intended to be upgraded and the new ones proposed to be set up?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) A proposal for construction of an airport at Cochin envisaged that the cost of the project could be financed mainly from contributions of Non-Resident Indians. The proposal was discussed with the Minister of Transport and officials of the Government of Kerala. It was decided that the State Government will work out the modalities of setting up of the proposed project with technical assistance of the National Airports Authority. A Society under the chairmanship of Chief Minister, Kerala has been regisered for taking up the project.

A proposal for development of Calicut Airport was discussed with the Chief Minister and officials of the Government of Kerala. It was decided that development of the Calicut Airport to handle wide-bodied aircraft would be financed by mobilising the requisite resources from the public including Non-Resident Indians. The funds would be made available to the National Airport Authority as interest-free advance, to be repaid out of the earnings of the airport. The responsibility of providing the requisite funds would be undertaken by a Society to be set up by the State Government.

**Termination of services of Employees of Samrat Hotel**

1384. SHRI GHUFRAN AZAM:
PROF. SAURIN BHATTACHARYA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether I.T.D.C. management of Hotel Samrat, New Delhi has been violating laws relating to employment of workers;

(b) whether the hotel management has recently terminated the services of nearly 70 persons; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) No, Sir.

(b) and (c) Hotel Samrat had employed 15 employees on a regular basis and 56 employees on contract basis, in the flight kitchen operation for the Indian Airlines. The management has closed the flight kitchen operation since 30-6-93, consequent to the termination of flight kitchen agreemnt between ITDC and Indian Airlines.

The management has retained services of 15 regular employees and asked contractual employees to give their consent to accept fresh appointment in other units. Management has offered appointments to 48 employees, the balance 8 could not be offered appointments as they have gone to the Court of Law.

**Charter of demands of Indian Airlines employees**

1385. SHRI SOM PAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Charter of Demand of Indian Airlines

Employees is pending since August, 1990 and has been finalised uptill now;

(b) whether it is also a fact that Interim relief is also not paid to the technical staff of Indian Airlines whereas it has been paid to non-technical employees; and

(c) if so, what are the reasons for discrimination among the employees of same airline?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The question of relativety in wage structure among different categories of employees in Indian Airlines, parity between corresponding categories of employees in Indian Airlines and Air India, and the task of determination of wages and allowances for all categories of employees in Indian Airlines and Air India for a period of five years from 1990 were referred to National Industrial Tribunal constituted by the Central Government and are pending with it.

(b) and (c) A Memorandum of Settlement has been signed on 23.7.1993 with Indian Aircraft Technicians Association (IATA) representing the technical staff, to pay interim relief which is equivalent to the interim relief paid by Air India.

**Daily wage labourers in IA/AI**

1386. SHRI MOHINDER SINGH LATHER:

SHRI DIGVIJAY SINGH:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that labourers on a large scale are working in Indian Airlines/Air India and on different Air terminals as daily wagers in the country;

(b) if so, what is the actual number of such labourers, terminal-wise and category-wise;

(c) whether there is any proposal under Government's consideration to regularise all labourers in their present working capacity; and

(d) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

1387. [*Transferred to 10th August, 1993*].

**Losses in AI, IA and Vayudoot**

1388. SHRI SOM PAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the reasons for mounting losses in Indian Airlines, Air India and Vayudoot and the details of the losses of last three years, separately;

(b) whether it is a fact that lack of spares is a parennial problem if so, what remedial measures have been taken in this regard;

(c) what is the international norm of employees per aircraft, what is this ratio in India; and

(d) the loss incurring/profit making routes of these airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India has not incurred any loss during the last three years. Loss incurred by Indian Airlines and Vayudoot during the last three years are as under:—

(Rs. in crores

| Year | Indian Airlines | Vayudoot | |
|---|---|---|---|
| 1990-91 | 64.39 | 37.08 | |
| 1991-92 | 198.65 | 30.59 | : Provisional |
| 1992-93 | 195.11 | 24.16 | : Provisional |